

January 7, 2009

Bay Conservation and Development Commission  
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Attn: Karen Wolowicz, Permit Analyst  
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**RE: Opposition to San Quentin Death Row Expansion & Lost Ferry Terminal Opportunity**

Dear Chairman Randolph and Commissioners:

As a constituent of Marin County, I would like to express my concerns to the Bay Conservation and Development Commission about the Department of Correction and Rehabilitation's (CDCR) plans to construct a new \$356 million condemned inmate complex at San Quentin. The value of the property that San Quentin sits on has long been recognized by Marin County as having a unique opportunity for a transportation hub for Marin commuters. Even with the presence of the current prison facility, there are additional, unused acres that could be developed into a premier deep-water ferry terminal, which could connect to a future stop on the SMART rail line. If the condemned inmate complex is permitted and constructed, that opportunity will be lost forever.

The prison site occupies land that has been extended into the Bay along Corte Madera Creek. The site is not only flat and adjacent to the channel, but it is considerably closer to deep water than Larkspur Landing, thus requiring less dredging. It is the ideal site for a ferry terminal. In fact, when the Golden Gate Bridge, Highway and Transportation District was planning a ferry terminal, the project engineer investigated the acquisition of a portion of the prison property for the ferry terminal, only to be turned down by the State Department of Corrections. Today, a shallower location up the channel at Larkspur Landing became the compromise site for the ferry terminal.

The County of Marin currently spends approximately \$3 million annually in dredging costs to maintain the ferry route to the Larkspur terminal. The ferry also has to slow its speed considerably to avoid creating wake that washes up on shore where there are sensitive wetlands. If the ferry landing were moved to the deep water notch on San Quentin's property, the County would save in dredging costs and commuters would reap time savings from the avoided slow-down and additional travel to Larkspur.

In addition, the permit should be denied based on the woefully inadequate amount of money (less than \$1M) that CDCR is offering as in lieu compensation for the permanent loss of public access at this remarkable bay shore location. No amount of money can reflect the permanent loss of public access and foreclosure of public use and enjoyment of the Bay and bay shore area in this incredible location, but even if "in lieu" payment is allowed as compensation for this loss, CDCR's offer of \$1M is well below the level BCDC has historically required as in lieu payments for destruction of public access. For this reason alone, the permit application should be rejected.

I strongly urge the Commission not grant the current "rubber stamp" permit for the condemned inmate complex and instead require the Department of Corrections to present a plan to the Commission that preserves the option of a ferry/rail terminal along the SF Bay, including the relocation of the current wetland-fill ferry terminal and the cessation of dredging in the Corte Madera Creek channel.

Sincerely,

Name/ Address